

DD/S 68-0662

18 FEB '68

Flight 31
Highway?

Mr. Carl F. Izzard
Acting Director, Office of Research
and Development
Bureau of Public Roads
Federal Highway Administration
Washington, D. C. 20591

Attention: Mr. Henry Lathrop
Chief, Program Coordinator

Dear Mr. Izzard:

Recently we held a meeting with your Mr. Hodgkins and several other engineers at the Fairbank Highway Research Station. There were several reasons for having this meeting. The first was to explore ways and means of alleviating the traffic queuing created during rush hours at the entrance into Fairbank Highway Research Station and the CIA Headquarters off the George Washington Memorial Parkway. The proposed solution which includes using traffic cones to restrict traffic and the stationing of a traffic director at our expense was agreed by your representatives to be a proper solution under the circumstances. In addition to the above project, we are very interested in using the access road onto DPR property from Route 193 to divert approximately 300 vehicles during rush hours into the West Parking Lot, which is being used by this Agency. We propose to have a road constructed, approximately 125 feet as shown on the enclosed drawing, which would be opened several hours a day during rush hours. This proposal was made after discussion with both officials of the Virginia Department of Highways and the Fairfax County Board of Supervisors, who suggest that we discuss the matter further with you. We would, of course, be prepared to pay for the road construction required and during rush hours would provide a traffic director, who would see that Agency vehicles did not proceed through your Research area.

Also we are interested in clearing certain areas on your property behind our newly constructed Printing Services Building. There are considerable brush, logs and other material which present not only a fire hazard but permit possible entry into our compound.

OL 8 0930

We would appreciate receiving your approval as soon as possible so that we could proceed with the above actions.

Sincerely,

R. L. Bannerman

R. L. Bannerman
Deputy Director
for Support

Enclosure

Distribution:

- Orig. & 1 - Addressee
2 - DD/S [Subj.] chrono
1 - OL/RE&CD Official

STAT OL/RE&CD: [redacted] (9 Feb 68)

Next 1 Page(s) In Document Exempt

STAT

DD/S 68-0595

5 FEB 1968

323-13-1
Highway

MEMORANDUM FOR: Deputy Director for Support

SUBJECT : Headquarters Compound Traffic Control -
George Washington Memorial
Parkway Entrance

REFERENCE : Memo dtd 14 Dec 1967 to DD/S from D/L;
Subject: North Gate Traffic

1. This memorandum suggests action on your part; such action
is recommended in paragraph 3.

2. In response to your verbal approval of the action suggested
in paragraph 3 of the reference, contact with appropriate authorities
was established. Pursuant to their request, correspondence has been
prepared soliciting the respective assistance from the Chief, U. S.
Park Police and the Superintendent, George Washington Memorial
Parkway.

3. In this regard there are attached appropriate pieces of
correspondence for your consideration and signature.

Howard J. Osborn
Director of Security

Attachments

h/w by Mr. Bannerman: "I suggest that these be personally delivered to
properly explain our interest in resolving this
problem. s/RLB 10 Feb 68

~~ADMINISTRATIVE INTERNAL USE ONLY~~

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CONCURRENCE:

John F. Blake

George E. Meloon
Director of Logistics

6 February 1968

Date

Distribution:

Orig. - Return to OS
→ 2 - DD/S Chrono Subject
1 - D/Log

w/cy of atta (PDS 68-0596 + 68-0597) +
w/brief (DD/S 67-6542)

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DD/S 68-0596

10 FEB 1968

Mr. Walter W. Lange
Chief, U. S. Park Police
Washington, D. C. 20242

Dear Mr. Lange:

As you are probably aware this Agency has encountered a traffic problem during the morning rush hours, resulting in a backup of vehicles in the southbound lane of the George Washington Memorial Parkway approach road to our compound gate. In an attempt to alleviate this problem, I am communicating to the Superintendent of the George Washington Memorial Parkway a request that appropriate traffic control signs be installed, and that safety cones or painted stripes be utilized to channel northbound traffic on our access road into the left lane. This should have the resultant effect of freeing the right lane for traffic approaching the gate via the southbound lane of the Parkway.

In view of the fact that a limited number of Bureau of Public Roads employees, who enter the Fairbanks Research Station from this location, must cross the right-hand lane of traffic, it is possible that safety cones and signs by themselves will not be fully adequate for traffic control. In this regard it is requested that your office position at this site, on a 30 day trial basis, a U. S. Park Police Officer for traffic control purposes. Based upon recent studies it is suggested that this service be provided between 0700 and 0900 Monday through Friday.

Should it be determined that this service is germane to solution of the problem, this Agency would appreciate consideration by your office of continuing such a plan until resolved by other means. For your information, this Agency is willing to reimburse your office for the services of the U. S. Park Police Officer during both the 30 day trial period and any subsequent use which may be needed.

If you concur in the requested service, please contact my office in
order that final details may be resolved.

Sincerely,

SIGNED R. L. Bannerman

R. L. Bannerman
Deputy Director
for Support

ORIGINATOR:

STAT



Howard J. Osborn
Director of Security

5 FEB 1968

Date

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DDK 68-0597

10 FEB 1968

Mr. Floyd B. Taylor, Superintendent
George Washington Memorial Parkway
Arlington, Virginia 22209

Dear Mr. Taylor:

As you may be aware this Agency is experiencing morning rush hour traffic problems at the George Washington Memorial Parkway entrance to the CIA Headquarters building, Langley, Virginia. Representatives of this Agency have examined the matter and discussed certain aspects with U. S. Park Police Officials.

The problem appears to result from the inability of north and southbound Parkway traffic to effectively merge prior to entry to the Agency compound.

In an attempt to resolve this difficulty the services of your office are requested for the following:

Northbound Approach Road -

a. Through the use of safety cones and paint striping, close approximately 25-50 yards of the right lane, immediately prior to the Agency compound. The effect of this action would force traffic to the left lane and facilitate entry to the Agency compound.

b. Replace the existing "Merging Traffic Keep Left" sign with a simplified "Keep Left" sign.

Southbound Approach Road -

Appropriately paint or otherwise mark this ramp to restrict approaching traffic to the extreme right side.

In addition to the above actions, this Agency is requesting by separate correspondence the services of a U. S. Park Police Officer during the hours of 0700 - 0900, Monday through Friday, to provide assistance in this area. Further, this Agency plans to carry the concept of this traffic flow pattern into the Agency compound through the use of safety cones, signs and positioning of General Services Administration Special Police.

Your assistance in this matter will be greatly appreciated by this Agency. Should you desire clarifying discussions concerning this matter, do not hesitate to communicate such to my office.

Sincerely,

SIGNED R. L. Bannerman

R. L. Bannerman
Deputy Director
for Support

ORIGINATOR:

STAT



Howard J. Osborn
Director of Security

5 FEB 1968

Date

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1 - D/Sec

TRANSMITTAL SLIP

DATE

8 February 1968

TO:

Mr. Bannerman via [redacted]

ROOM NO.

BUILDING [redacted]

Mr. [redacted]

REMARKS:

Recommend two signatures.



HM

FROM:

ROOM NO.

BUILDING

EXTENSION

FORM NO. 241
1 FEB 55REPLACES FORM 36-8
WHICH MAY BE USED.

(47)

DD/S 67-6542
Bldg & Cr 3-1
FILE (Highways)

14 DEC 1967

MEMORANDUM FOR: Deputy Director for Support

SUBJECT : North Gate Traffic

REFERENCE : Memo dtd 20 Nov 67 to D/L fm DD/S,
same subject

1. This memorandum contains recommendations for your approval; such recommendations are contained in paragraph 3.

2. Representatives of the Office of Logistics and the Office of Security have examined the north gate traffic problem as outlined in Mr [redacted] letter, contained as an attachment to the reference. Analysis of the traffic flow indicates that the steps outlined below will relieve the congestion in this area. The changes requiring modification of present traffic outside the Headquarters perimeter must be approved by the US Park Police and the Superintendent of the George Washington Memorial Parkway, Department of the Interior. These steps are as follows and are shown on the attached sketch of the area:

a. In order to separate traffic into free-flowing lanes, barrier cones and signs can be placed on the bridge approach over the George Washington Memorial Parkway forcing incoming traffic into the left lane, thereby freeing the right lane for traffic entering from the right.

b. To allow for the few cars that must enter the Bureau of Public Roads area, and to assure that traffic flows in an orderly manner as outlined above, a traffic director is required at the top of the inbound ramp. According to the Office of Security, the US Park Police may be able to provide an off-duty officer on a reimbursable basis for this assignment.

c. While the above recommendations will provide for a better flow of traffic outside the perimeter of Headquarters, it will be necessary to modify internal traffic to reap the benefit of the external changes.

OL 7 7681a

SUBJECT: North Gate Traffic

Once traffic enters the compound, only traffic in the left lane should be permitted to turn left at the circle. Traffic in the right lane may turn left at the next exists.

3. It is recommended that you:

a. Authorize the Office of Security to contact officially the US Park Police for the purpose of effecting changes outlined in subparagraphs 2.a. and 2.b. above.

b. Approve the adoption of the traffic controls recommended above, upon completion of successful negotiations with the US Park Police and the Department of the Interior.

Signed: John F. Meloan

fr
George E. Meloon
Director of Logistics

Att

STAT

CONCURRENCE:

21 DEC 1967

Date

✓
Howard J. Osborn
Director of Security

The recommendations contained in paragraph 3 are approved.

Signed: R. L. Bannerman

08 JAN 1968

Date

R. L. Bannerman
Deputy Director
for Support

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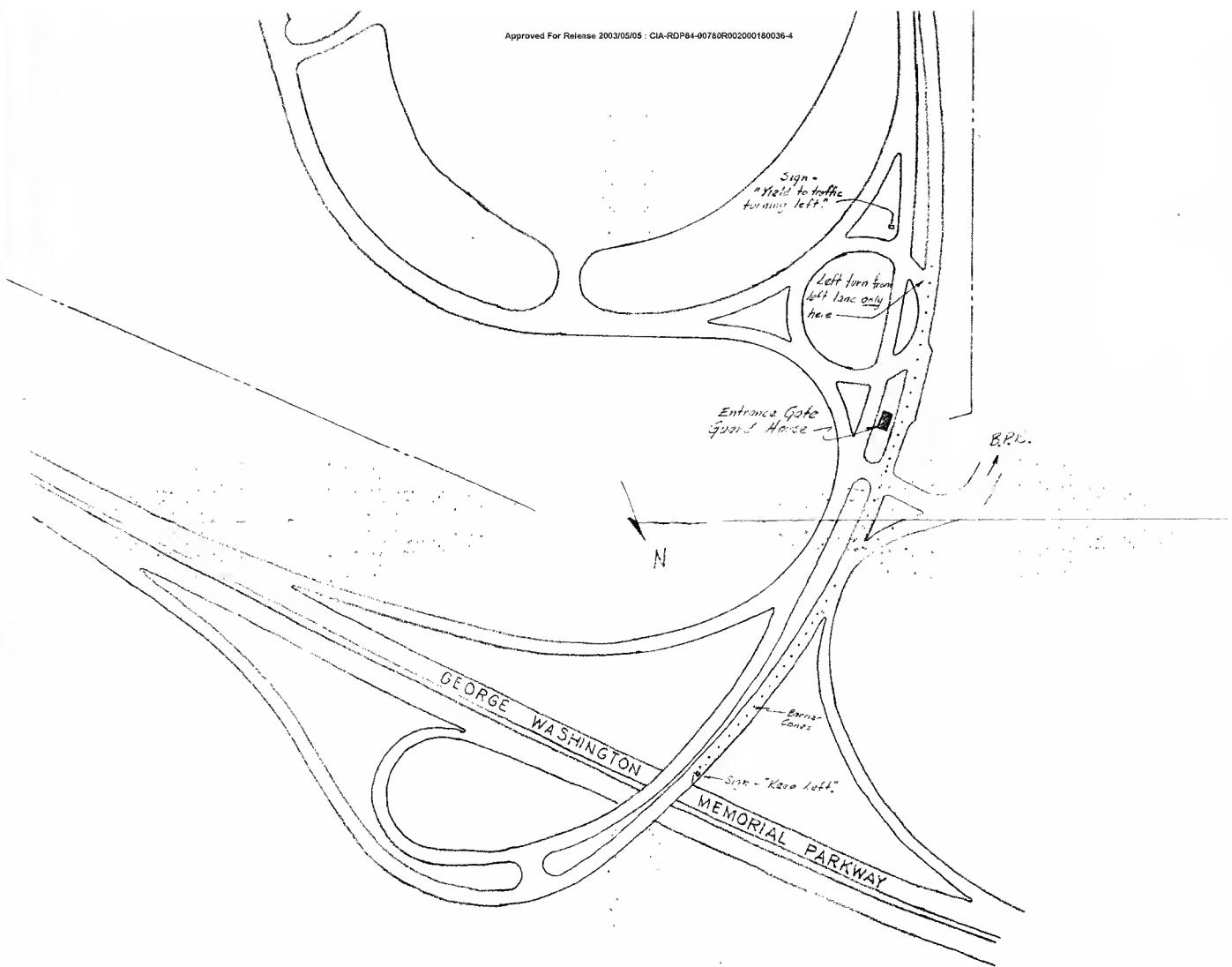
Original - OL/RECD, w/att
(2) - DD/S, w/att
1 - D/Sec, w/att
1 - OL/Official, w/att

*Concur in paragraphs 3a and 3b but I note that this is a limited approach to solving the traffic problem and should it not work properly other alternatives such as making north gate "entrance only" for several hours each morning should be tried out. Additionally the Bureau of Public Roads should be informed of what we propose to do and their concurrence obtained as regards their traffic through this area before we put the plan into actual operating effect. Additionally I would like to be kept advised through

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ENTRANCE PLAN
Scale: 1" = 100'

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